



Illinois Department of Transportation
Office of Finance and Administration
2300 South Dirksen Parkway / Springfield, Illinois / 62764

REQUEST FOR PROPOSALS (RFP) 14-1-DPIT ADDENDUM No. #9 Multi-State Locomotive Procurement

Please note: This introductory page was posted in error as Addendum #1. This has been corrected as Addendum #9 as of 11/14/13.

The purpose of this addendum is to provide additional information related to the Professional Engineer License requirement, provide a revised Attachment NN (and “comparison” version to highlight changes), and to transmit “Questions and Answers Set #5.” All other terms and conditions of the original RFP Notice and any addenda are unchanged. IDOT will continue to publish addenda to provide responses to vendor questions and additional information as required. Please check the Illinois Transportation Bulletin daily.

Email Solicitation Contact Dante Watson at Dante.Watson@Illinois.gov for questions concerning this addendum and the RFP.

November 7, 2013



Regarding RFP Section A.21.5.1, subsection 1.3.3 “Staffing Plan and Resumes,” the following information is provided:

Addendum 5, Q&A 121 stated the following:

“The National Council of Examiners for Engineering and Surveying (NCEES) sets the standard for foreign-educated engineers to demonstrate equivalency of formal education to licensed professional engineers in the U.S. In order for internationally trained engineers to be deemed equivalent to U.S. “Professional Engineers” (PE) Licensure, they must demonstrate that they meet or exceed the standard 96 semester credits (or 4 years of full-time schooling assuming 12 credits per semester) in mathematics/science, general education, engineering science/design. However, in addition to formal educational requirements, PE certification typically also requires that candidates: pass the equivalent of the “Engineer-in-Training” examination (8 hours); have the required years of professional experience; and have passed the equivalent Professional Engineers exam (8 hours). Engineers with purported international equivalence are encouraged to consult the National Council of Examiners for Engineering and Surveying (NCEES), as well as the state where their locomotives will be manufactured to seek verification and certification of the equivalence.”

In order to be eligible for Award, Offeror must do one of the following:

1. Submit, as part of its Offer, proposed staff, including an engineering manager and structural engineer holding a PE certification; or,
2. Submit, as part of its Offer, proposed staff, including an engineering manager and structural engineer who have undertaken the application process with the National Council of Examiners for Engineering and Surveying (NCEES) for PE certification. Offeror must provide proof that such application process has been undertaken and sufficient information to demonstrate competence equivalency of proposed engineering manager and structural engineer such that the Evaluation Team may determine whether the engineering manager and structural engineer have acceptable competence equivalency of a certified PE.
3. Submit, as part of its Offer, proposed staff, including an engineering manager and structural engineer. Offeror must provide sufficient information to demonstrate competence equivalency of proposed engineering manager and structural engineer such that the Evaluation Team may determine whether the engineering manager and structural engineer have acceptable competence equivalency of a certified PE.

In the event an Offeror does not have an engineering manager and structural engineer who hold PE certification as members of its proposed staff, but provides the information requested above, the failure to submit a certified PE as an engineering manager and structural engineer at the time Offers are due will not be grounds for disqualification of the Offeror.



Illinois Department of Transportation

Office of Finance and Administration
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Questions and Answers Set #5

215	<p>Proposer is concerned that unforeseen events like change orders, extended review/approval turn times, etc. could delay the project to a point where Final Acceptance and Invoicing of the last Locomotives by the dates set forth in the RFP could be in jeopardy.</p> <p>Proposer asks that IDOT and JPEs commit to working to extend the funding dates to avoid loss of funding, should the project be delayed for any reason.</p>	<p>Funding for this procurement is primarily Federally provided ARRA funding.</p> <p>IDOT/Caltrans can make no commitments regarding changes to funding deadlines.</p> <p>Offerors should not assume that any extensions in funding deadlines will be granted during the contract.</p>
216	<p>Proposer again requests that the threshold for fleet defects be increased to an industry norm of 25%.</p>	<p>There will be no change to provisions regarding fleet defects.</p>
217	<p>Proposer requests that IDOT and the JPEs recognize that each Proposer has differing development challenges, and requests that if a Proposer commits to the end dates for Final Acceptance and invoicing of Locomotives, missing intermediate dates should not necessarily cause its score to be negatively impacted.</p>	<p>Offeror's schedule should be responsive to the RFP requirements. IDOT/Caltrans cannot state beforehand how it will judge or evaluate hypothetical elements of Offeror's proposed schedule.</p>
218	<p>Please confirm that exterior steps and grab handles for access to the locomotive roof are not required.</p>	<p>Final configuration of all grab handles and safety appliances will be determined during the design review stage according to FRA regulations and guidance and the maintenance and servicing requirements of the selected Vendor's product.</p>



Illinois Department of Transportation

Office of Finance and Administration

2300 South Dirksen Parkway / Springfield, Illinois / 62764

219	Specification requires "The sand boxes shall be made of corrosion resistant steel or stainless steel to prevent rust and corrosion build-up." Please confirm that Molded Plastic or Aluminum sandboxes which also prevent rust and corrosion build-up are acceptable.	Alternate proposals for sandbox construction may be presented during the design review process.
220	Please verify that ground access (via exterior steps and grab handles) to sand box fill openings is not required.	Final configuration of sandbox accessibility of the selected Vendor's product will be reviewed during the design review process.
221	<p>If a spring applied / air released type parking brake is provided, is an option for a mechanically-applied type parking brake also required?</p> <p>If a mechanically-applied type parking brake is provided, please clarify whether or not the brake application wheel/lever must be accessible inside the carbody. Would a lever mounted on the underframe which is accessible from the ground be acceptable?</p>	The builder may propose alternative style(s) of handbrake, where the "standard" wheel/lever is typically accessible from inside the carbody, as noted in the specification. Final configuration of the handbrake type, location and operation will be determined during design review.
222	<p>For Mockup Development and Review the specification states "Upon approval of the Customer, the Engine Compartment and Underfloor mockups may be done digitally as long as the ability is retained to accurately determine accessibility to major components for inspection, maintenance, removal and re-installation."</p> <p>Proposer requests that the Truck Arrangement Mockup also be done digitally as long as the same ability to accurately determine accessibility is retained.</p>	The truck arrangement is a critical component of the design and the mockup shall be presented as specified.



Illinois Department of Transportation

Office of Finance and Administration
2300 South Dirksen Parkway / Springfield, Illinois / 62764

223	<p>Specification requires “The Contractor shall submit, for approval, a software quality assurance plan in accordance with ANSI/IEEE Standard 730-2002.”</p> <p>Offeror proposes changing this section to read “The Contractor shall submit, for approval, a software quality assurance plan in accordance with ANSI/IEEE Standard 730-2002, for one-off government-funded development, which would fall outside of US Federal Acquisition Regulation (FAR) Part 2 term Commercial Off-The-Shelf (COTS). Items which fall under the US FAR COTS definition will have ANSI/IEEE Standard 730-2002 defined documentation submitted at Contractor’s option.”</p>	<p>Section 4.11 of IEEE Std. 730 describes the Supplier Control elements of the Software QA plan, including guidance for previously developed software. Upon submittal, the contractor’s SQAP will be reviewed from a reasonable perspective to ensure that it meets the intent of the specification.</p>
224	<p>The RFP states “Offerors are required to submit tables of the projected Life Cycle Costs (LCC) of their product. Cost will be based on an assumption of 200,000 miles of annual operation under power produced per the Environmental Protection Agency (EPA) throttle-notch duty cycle (40 CFR Part 92.132, Table B132-1).”</p> <p>Offeror requests IDOT provide this assumption in hours of annual operation rather than miles. This approach will ensure the same inputs are used by all bidders rather than allowing varying approaches to be used for translating miles to hours in each notch.</p>	<p>The 200,000 mile basis will remain.</p>
225	<p>The RFP states that the offeror shall demonstrate through narrative “Electrical Load Analysis (all loads) for HEP and Propulsion”.</p> <p>Please clarify the intent of this requirement. Is a narrative on the approach for managing the Electrical Load Analysis throughout the program sufficient?</p>	<p>As the Electrical Load Analysis is considered a “living document”, similar to Weight Management, please provide a similar narrative describing how the Electrical Load Analysis will be managed, updated and presented throughout the program.</p>



Illinois Department of Transportation

Office of Finance and Administration
2300 South Dirksen Parkway / Springfield, Illinois / 62764

226	<p>Proposer requests IDOT and the JPEs recognize the difficulty of achieving the mandatory SBE goal of 7% established for this procurement. The major components of a locomotive simply cannot be obtained through an SBE, which effectively raises the goal on the remaining material to an unachievable level. Also, please recognize that some of the opportunity to employ SBEs is in the development stage of the product and their content cannot be maintained for Option units. This effect will further dilute the overall percentage of SBE content based on total Contract Value.</p> <p>Proposer requests that IDOT establish an attainable SBE goal of 3%.</p>	<p>The SBE commitment for this procurement is 7%. See revised Attachment NN for additional information (file "Multi State Locomotive Attachment NN revised 2013 11 07").</p>
227	<p>Please confirm that the SBE utilization goal does not apply to the Option Contract Pricing.</p>	<p>The 7% SBE commitment applies to the base contract order. See revised Attachment NN for additional information (file "Multi State Locomotive Attachment NN revised 2013 11 07").</p>
228	<p>Proposer requests clarification as to which forms and certificates are required from Subcontractors at time of Final Offer submittal. Please indicate which of the forms/certificates below, or any others, are required.</p> <p>Attachment FF-1 - Subcontractor Disclosure (without cost/payment information)</p> <p>Attachment FF-2 Subcontractor Disclosures (with cost/payment information)</p> <p>Attachment GG - Standard Certifications</p> <p>State Board of Elections Registration/Certificate</p> <p>Authorized to Do Business in Illinois Certificate</p> <p>Attachment HH – Financial Disclosures and Conflict of Interest</p> <p>CER 2.3: Debarment and Suspension Certification (lower-tier covered transactions)</p> <p>CER 2.5: Lobbying</p>	<p>Forms CER 2.3 and CER 2.5 are required by Federal law. Additional information on those forms will be forthcoming.</p> <p>Forms FF-1, FF-2, GG, HH and the State Board of Elections Registration Certificate and Authorized to do Business in Illinois Certificate are forms related to Illinois law. Please see the following explanations.</p> <p>Illinois Forms</p> <p>The State Board of Elections Certificate is not required for subcontractors.</p> <p>The Authorized to do Business in Illinois Certificate is not required for</p>



Illinois Department of Transportation

Office of Finance and Administration
2300 South Dirksen Parkway / Springfield, Illinois / 62764

		<p>subcontractors.</p> <p>The threshold for the Illinois forms FF-1, FF-2, GG, and HH is \$50,000 annually.</p> <p>Form GG (Standard Certifications) must be included in and part of the subcontract agreement between Offeror and the subcontractor. Form GG, as part of a subcontract, does not have to be submitted with the Final Offer. The Chief Procurement Officer has the option to request a copy of the subcontract.</p> <p>For those subcontractors with whom the Offeror has an executed subcontract prior to submission of the Final Offer and the subcontractor will be paid an annual amount more than \$50,000, the forms FF-1, FF-2, HH should be submitted with the Final Offer.</p> <p>For those subcontractors with whom the Offeror executes a subcontract after submission of the Final Offer, subcontractor information will be supplied on forms provided after Notice of Award.</p>
--	--	--